Fair and slightly warmer.

## Do You Want To Make Money?

How's this for a chance? Men's Tennis Flannel Coats and Vests for

### 98 cents

Formerly \$2, \$2.50 and \$3. Men's Fancy Cassimere and Cheviot Pants for

\$3.45

That were \$4.50, \$5 and \$6.

### THE WHEN

# Boston Rubber Co., Boston, Mass.

Invites criticism of its BELL BRAND of Boots and Shoes by both wearer and dealer; their desire is to furnish goods the highest in quality and service and most satisfactory in style. Write for photo of the goods and price-lists.

Best made Ask your Grocer.

MANGLED IN WRECKS

FIVE PERSONS KILLED AND EIGHT

HURT ON THE CANADIAN PACIFIC.

Stream in Maine-Accident on a

New Road Near Cripple Creek.

GREENVILLE, Me., July 2.-The Halifax

express, leaving Montreal at 10 o'clock last

evening on the Canadian Pacific road, was

wrecked at the bridge over the west outlet

of a small stream near this place. Five

persons were killed and eight injured, some

FRED LEAVITT, engineer, Megantic,

FRED FOSS, Canadian Pacific station,

G. C. HOYT, passenger, Fort Fairfield,

The injured are: Angus McDonald, fire-

man, probably fatally; Charles Grant,

station agent at Jackman, concussion of

the brain and seriously scalded; - Devine,

Megantic, Me.; Richard Duke, passenger,

Gloucester county, New Brunswick; Alex.

Balfour, Nova Scotia, cut over the eye; W. E. Williams, Manchester, England; E. J. Maben, Bank of Nova Scotia, Montreal.

Accident Near Cripple Creek.

CRIFPLE CREEK, Col., July 2.-A pas-

senger train on the Florence & Cripple

Creek, bound south, jumped the track on a

bridge at Anaconda, four miles from here,

and several cars fell into a gully. W. J.

G. Milner, of Denver, a passenger, was

killed and several persons injured. Mil-

ner's head was buried in the sand and he

was smothered to death. The injured are: Frank Wasson, brakeman, caught between two cars, may die; H. E. Tietje,

Cripple Creek, hotel keeper, right arm broken and bruised; John Keating, Pueblo,

face badly cut; P. Tietzer, Delavan, Wis., forehead cut; T. E. Dorr, bruised about the

The railway was finished Saturday and

the first regular passenger train was run

Engineer and Brakeman Killed.

south of New Louisville a freight on the

St. Louis Southwestern road went through

a high trestle, the engine, caboose and

twenty-eight cars falling. Engineer Fer-

guson and head brakeman Richardson were

killed outright and fireman O'Neal fatally

scalded. The trestle had been fired and

VICTORY FOR THE TRUST.

Decree Dissolving the Chicago Gas Oc-

topus Modified by Judge Windes.

CHICAGO, July 2.-Judge Windes to-day

entered a decree, modified from that pre-

sented last week, dissolving the Gas Trust.

The modification suggested by the court

ordered that the individual defendants in

the proceedings be also bound by the de-

cree. The decree, as entered by consent,

finds that the several companies are in-

capable under the law of taking, holding

or owning the stock of any of the other

companies, and that the certificates of stock

issued by the Suburban Gas Company and

held by the Chicago Gaslight and Coke

Company are illegal. The Chicago Gaslight and Coke Company is ordered to surreider

all the stock of the Suburpan company in

its possession. All the companies are per-

petually enjoined from issuing any of their

mestic. The gas companies are also to re-

frain from executing an unlawful trust.

Within sixty days after the entry of the

decree the gas companies are commanded

to elect each for itself a board of directors,

which shall carry on the business of each company independently of the others. The

Movements of Steamers.

NEW YORK, July 2.-Arrived: Spaarn-dam, from Rotterdam; Massachusetts, from

LIVERPOOL, July 2.-Arrived: Bostonia

SANTANDER, July 2 .- Arrived: Britan-

GLASGOW, July 2.-Arrived: Pomerani-

LONDON, July 2.-Arrived: Stubbinhuk,

Negro Lynched in Missouri.

FULTON, Mo., July 2.-John Reynolds, f Guthrie, accompanied by his deputy,

Taylor Wilson, on the way to Fulton from

Cedar City, having in charge James John-

son, colored, who was charged with com-

mitting a criminal assault upon Mrs. Wil-

llam King near Guthrie in August, 1892, were met at Hiller's Creek by a mob, which placed a noose over Johnson's head,

threw the rope over a limb, secured it and

Dr. W. A. Hammond's Animal Extracts

heart; Testine, Ovarine, etc. Two drachms,

\$2.50. Henry J. Huder, Indianapolis, or

Columbia Chemica: Company, Washington,

Celebrine, for the brain; Cardine, for the

London; Saale, from Bremen.

and Gallia, from Boston.

nia, from New York.

an, from Montreal.

left him hanging.

result is a practical victory for the trust.

stock to any corporation, foreign or do-

burned nearly through.

PINE BLUFF, Ark., July 2.-Two miles

news agent; Willian J. Kelly

UNKNOWN, second-class passenger.

...EY, mail clerk, St.

fatally. Following are the killed:

assistant at Greenville.

Halifax Express Thrown Into

McKEE & CO., Exclusive Agents for Indiana, INDIANAPOLIS.

# BIG 4 ROUTE PRINCESS FLOUR

NATIONAL

Educational Association Meeting

ASBURY PARK, N. J.

Tickets good going via Lake Shore and New York Central Railways, and returning via Chesapeake & Ohio Railway, giving stop-over at Niagara Falls, and daylight ride down Hudson River on going trip, and stop-over at Washing ton, D. C., on return trip.

### FOR THE ROUND TRIP.

from Indianapolis, and corresponding rates from other points on Big Four. For tickets and full information call at Big 4 offices, No. 1 East Wasgington street, 36 Jackson place, Massachusetts avenue and Union H. M. BRONSON, A. G. P. A.

The Fourth of July on the C., H. & D.

Exen. ion Tickets will be sold to all points on the C., H. & D., At One Fare for the Round Trip. Tickets good going July 3 and 4, and good returning antil July 5, inclusive. I. D. BALDWIN, D. P. A.

### Ticket Office Removal!

. . . THE . . .

#### MONON ROUTE

Have removed their ticket office from corner Illinois street and Kentucky avenue to No. 2 WEST WASHINGTON STREET ("The Old Bee Hive," corner Meridian street). THE MONON ROUTE is the SHORT AND BEST LINE to Chicago and all points West and Northwest. Special Rates to Denver, and Tourists' Rates to all points in the Northwest.

I. D. BALDWIN, D. P. A.

SEASHORE

PENNSYLVANIA

SHORT LINE

FOR THE

NATIONAL EDUCATIONAL ASSOCIATION MEETING

## Asbury Park, N.J.

This is the best excursion of the season, and will be open to everybody.

Tickets will be sold July 7, 8 and 9, good going one route and returning another, with the privilege of having return limit extended to Sept. 1, 1894. For details call on nearest ticket agent Pennsylvania or Vandalia line, or address W. F. BRUNNER,

District Passenger Agent, Indianapolis. UEEN Insurance Co. ROB'T MARTINDALE & CO., Agts,

## Sunday Journal

By Mail, to Any Address,

S4 East Market street.

Two Dollars per Annum.

ACME MILLING CO.'S

Columbia Flour. BEST IN THE MARKET.

THE TIE-UP GENERAL

Debs Calls Out All the Railroad Men in Indianapolis.

Over 100 Employes of the Belt Road Strike and Many Switchmen on the Other Lines Refuse to Work.

PANHANDLE COACH STONED

Strikers Attempt to Prevent the Switching of a Pullman.

Police Clear the Track in the Midst of the Howls of a Mob of 500-Bold Attempt to Derail a Train.

MONON TRAIN HELD HERE

Engineer Lamphier Refused to Take It with Its Pullman.

Judge Baker Talks Pertinently on the Strike-Method of Dealing with Debs-The Strikers Parade.

The last twenty-four hours has brought about a more serious situation in the local railway strike. A large number of men are out on all the roads entering the city, and the members of the American Railway Union claim that every road entering this city will be tied up to-day. The Union Railway Company, operating the Belt road, suffered the most. The men all went out about 6 o'clock in the evening and not a wheel was moved on that road after that hour. Switchmen are out on the Big Four and Lake Erie & Western, and the other roads are affected in the same way. Early in the evening the union men only claimed that about 150 men were out, but it seems that the number exceeds this figure. Freight traffic is badly crippled, and a number of trains were compelled to remain in the yards last night. Only one case of violence was reported, the stoning of a coach bearing men brought here by the Panhandle to take the place of strikers, but it is insisted that these stones were thrown by small boys. The local union received the order from Debs last night calling out all the railroad men in Indian-

The most formidable attempt at interference with handling the Pullman coaches was made last night about twenty minutes after 10 o'clock. The Pennsylvania train No. 7, from New York, due at 10:15 o'clock, pulled in on time without being molested. The train leaves on the Vandalia every night at 11:20 o'clock. Before leaving, several Pullman sleepers that stand previous to the arrival of the train on the tracks at Tennessee street are put on the train. Last night Vandalia engine No. 17 was detailed to remove the Pullman sleeper, which was the only one intended for this train, around the Union tracks to the east end of the Union Station and from there to the rear of the train. The car was then to be coupled on to the rear car. Engine No. 17 had completed the switch and the signal for going ahead was about to be given when a crowd estimated at five hundred rushed down and surrounded the engine and the car. A Panhandle engine was standing on the next track to the Vandalia engine and very close to it. When the crowd rushed down and surrounded the Vandalia engine and the Pullman a number of the strikers got to arguing with the switchmen on the Panhandle engine. Finally one of the switchmen stood upon the tender of the engine and announced in a loud voice that he was going out. He was greeted with deafening cheers. He then blew out his lamp, put it on the engine, got his coat, which he had left in the cab, and joined the strikers. He was treated as a hero and was at once followed by the majority in his

When the crowd rushed down and surrounded the Vandalia engine and the Pullman Sergeant Laporte and twenty officers track a number of times and the signal to move ahead was given. However, before the engine had moved a wheel, the crowd pushed forward and swarmed over the track. The police made one more desperate effort to clear the track, and did so for only a moment. The Vandalia train was in charge of the night yardmaster of the yards at Kentucky avenue and the railroad track, and he saw the opportunity and gave the signal to come ahead. The engineer sounded the whistle and the train moved. There was a rush for the switch by the strikers and a desperate attempt was made to throw it and derail the train. The yardmaster and several officers interposed and prevented this. The train moved over the switch safely and the yardmaster boarded the Pullman to accompany it around the tracks to the east end and from there to where it was to be coupled to the train. He was seen by the crowd as he stood upon the platform, and he was greeted with cries of "You are a scab. Hit him with a brick." The movements of the police then proved very effective. Sergeant Laporte gave orders right and left, and in a short time had the tracks cleared. The train moved eastward and the car was placed on the track in the rear of No. 7, without any further mishap. Superintendent Darlington was seen just after this episode and said that the Pennsylvania employes still stood out against the intimidations of the strikers. He said none of his men were out except those that struck yesterday morning. and whose places were afterwards filled. He said that the trouble with No. 7 was the most serious yet experienced by that road. The Monon train, with three Pullman cars, which is due to leave this city for Chicago at 12:35 this morning, did not pull out. The strikers succeeded in holding it. and without the least show of violence or intimidation. It was held by the power of moral suasion. Engineer Jared Lamphier, who was to take the train out, refused absolutely and positively to take out the sleepers. At 10:30 o'clock last night the local union received a telegram from Debs. The contents are unknown, but, acting upon this advice, a committee went immediately to the Monon yards and saw Lamphier. C. H. Thurston, an employe of the Chicago division of the Big Four, acted as spokesman and asked Lamphier not to

pull out the sleepers. The engineer said

he would back his engine down to the

station at the usual time, and if the com-

pany wou'd cut off the sleepers would take

the mail car and day coaches through, but

gave his word that he would not, under

any circumstances, take out the Pullmans.

down to the station. In the meantime it

At the usual time his engine backed

had become known to a very few that the engineer would not take out the sleepers, and quite a crowd congregated at the east end of the station. They crowded round the engine and hurrahed boisterously when the engineer said he would not pull out the sleepers. Mr. Thurston came up about this time and cautioned the men not to become boisterous. By far the larger part of the crowd collected about the engine were not railroaders and were there out of idle curiosity. In conversation with one of the police officers Mr. Thurston told him that the railroad men did not propose to violate any law and did not want any trouble. "If there is any outbreak," he said, "call on us for assistance if you haven't force enough, and you will find us all ready and willing to assist you in putting it down." There was a deal of wrangling about the delay. The engineer ever and anon repeated in the most emphatic terms that he would not pull out the sleepers. "I'll pull out the mail car," he said, "but I'll not pull

engine Lamphier to back his engine up and couple onto the train ready to proceed with the mail, which was done and there the engine stood and did not budge. The officials of the railroad refused to uncouple the sleepers and the engine did not budge. Several times officials of the company sent messengers to the engineer to induce him to take out the sleepers. Every possible inducement was offered but he was obdurate. it was reported, whether authoritatively or not, is not known, that an attempt was made to deceive him by displaying a dispatch which was supposed to have come from Debs. This ruse, if it was attempted, failed to move the engine. Then a messenger was sent to the engine and Lamphier was called into the telegraph room, where the superintendent and other officials of the road met him. Here was a heated argument. The officials urged with all their power that Lamphier take out the train and he maintained his determination not to move the sleepers. He gave as his reason that he did not care to take chances of getting hurt by the strikers. He was told that the road would furnish him protection but answered that he did not care to be escorted about by a policeman wherever he went. This argument lasted several minutes, but the engineer never wayered in his determination.

About 10:30 o'clock, while a Big Four and a Panhandle switch engine were engaged switching Pullman cars from the yards at Tennessee street and backing them into the train sheds a committee approached Dan Landers and Lee Miller, two Union track switchmen, at work there, and solicited them to stop work. After a few minutes' parleying both men put out their lanterns and refused to turn any more switches. Miller is a member of Company A., State

At Tennessee street the crowds remained till after No. 6 on the Vandalia pulled out. It is due to leave at 11:20, but was delayed by the nonarrival of the C., H. & D. train from Cincinnati, from which train the Vandalia receives two Pullman sleepers for St. Louis. A rumor had been circulated that the strikers intended to stop this train if an attempt was made to run it out. It was anticipated that an attack would be made upon it at Tennessee street just as it was pulling out of the train sheds. The train pulled out, however, without any attempt to interfere

#### THE BELT TIED CP. Entire Force on a Strike and Not a

Train Is Moving. At 6 o'clock last night the entire force of the Belt railroad, including the trainmen, operators, switchmen and the engineers and firemen, in all numbering about 110 men, went out and traffic on that road has since been tied up. Some of the men claim that the company wanted them to do switching that was properly required of Panhandle employes. Of this number the trainmen, conductors, switchmen and the brakemen number about sixty. The operators number about sixteen. The Belt has twelve engines. There is an engineer and fireman for each engine during the night and during day, and these, with the extra m.en, will make this class number about

Yesterday afternoon a meeting was held by the night men at a saloon on Hadley avenue, and it was decided to go out. That was what one of the men stated. He did not say whether it was on local responsibility or whether it was through the orders from headquarters. The day men worked all day yesterday, giving no intimation that they intended to go out. The crews delivered the cars as directed until 6 o'clock. At that time the crews all boarded the engines and went to the roundhouse, which is situated a short distance from the main office in West Indianapolis. and there reported to Train Dispatcher Dixon. The number of employes who had assembled in this vicinity at this time was estimated at about fifty. They conducted themselves in an orderly marner, but acted with precision. The night men did not show any inclination to start out en their work, neither did the day men leave the vicinity until a special committee had seen Train Dispatcher Dixon. Superintendent Zion had been informed that the men would strike at 6 o'clock, went to Indianapolis, and was at the dis-

patcher's office when a special committee, consisting of Charles Shaw, night brakeman; Harry Bolser, night brakeman, and Frank Bailey, day conductor, accompanied by several of the strikers, came into the office and stated that they had come to confer on a subject which they supposed the officials of the road doubtless knew about, namely, about striking. The subject then being known, it was at once discussed. The committee said that the men had resolved to go out. Superintendent Zion argued with them in this light. He said that the Belt did not handie a Pullman, and neither were its tracks used for hauling Pullmans over excepting at the Union Station, and he added that the men represented by the committee were not affected by this. Superintendent Zion, aided by Train Dispatcher Dixon, showed them that the pay and their treatment was a thing that could cause no grumbling, and they did not see why the men should go out on a strike. The committee answered respectfully that the men were going out simply as a matter of sympathy. The members of the committee said that they belonged to a union and were loyal to its requirements. They said

they had no grudge personally against the management of the road. The committee said it hoped that no violence would be used. The committee and its companions left and immediately all the employes who were waiting around the roundhouse left the place and the strike was on. The operators and the switchmen, who also quit at 6 o'clock, closed the switches, leaving them open for the Belt, and locked them. They met the trainmen in the vicinity of the roundhouse. Several engineers and firemen who were at first on the engines ready to go out for night duty remained in their places for awhile, but were at last induced to go out. None of the company's property was injured. The engines were left standing in the roundhouse and the tracks were left clear. At about 7 o'clock the majority of the strikers assembled at Spencer's Opera House to decide upon further action, but the result of the meeting could not be learned. A number came to the city after the meeting and joined in the demonstrations here. Not a car was moved on the Belt, last night, by an employe of that road. Several freight trains of the Big Four, the Pennsylvania and the Monon used the tracks to get to their main tracks, but these trains were handled by their own men. The loss to the company will amount to a considerable sum. The average number of cars handled at night is about one thousand. The average for a whole day, of twenty-four hours, is about 2,300. Last night about 7 o'clock two freight trains bound for the Panhandle yards, just arrived from off the J., M. & I., went around the Belt to the main tracks of the Panhandle. There it was found that the switches were thrown wrong. The trainmen refused to throw the

switches because, as they claimed, it was

not their duty to do it. They said the Belt

men were the ones to do this, but as the

latter were out, the switches could not be

thrown by them. The Pennsylvania men refused to throw the switches and the main line of the Fanhandle was blocked for about an hour. However, Superintendent Darlington, of the Pennsylvania, heard of the matter and sent men to throw the switches, and the trainmen who had refused to throw them brought the trains to the Panhandle yards. Two Panhandle freights, which were held in the yard by the blockade, then moved on to Richmond without being molested. One of the Belt strikers, when asked, last night, whether the strikers would use force, said it was not the orders of the meeting yesterday afternoon. He said he and his companions intended to see, however, that their places were not filled with nonunion men, and if they were he said the men would not hesitate at using force to maintain their rights.

### A MESSAGE FROM DEBS.

Calls Out All Railroad Men-The Strikers on a March. The local American Railway Union re-

ceived the following telegram from Debs

"This is authority for you to call out all railroad employes on roads entering Indianapolis. Pledge protection to all whether members or not. Cannot send director. Engine and trainmen flocking to our support. Brotherhood of Locomotive Engineers and Firemen went out solidly on Chicago & Northwestern to-day. We will surely win." About three hundred members of the

onion attended the meeting last night at

Machinists' Hall over 33 South Illinois street. Reports were received from time to time concerning the situation in the different yards. About 9 o'clock the men formed in ranks on Illinois street and set out on a march of "persuasion." The tine marched out Maryland street to Delaware and thence to the Union tracks. On the way a military company which was drilling stepped aside to allow the men to pass. Out the tracks to Dillon street the men went, stopping now and then to persuade some railroad employe to leave his work. Two switchmen quit upon the representations of the marchers. Everything was closed up at the Dillon-street yards of the Big Four and the men retraced their steps, coming back Maryland street to Illinois and thence to the Vandalia yards west of the Union Station. It was announced that the meeting in Machinists' Hall determined to rollow a

campaign of persuading men to quit work and to use no violence whatever. The restraining order of Judge Woods. issued at Chicago, was not discussed at the meeting, because it was not generally known. The men claim that the P. & E yards across the river will be tied up this norning. They claim the following numpers out on the strike at present: Union Railway Company, 110.

Panhandle, 25. 3ig Four, 35. Lake Erie & Western, 25. Peoria & Eastern, 12. The Monon has no yards proper here, the switching being done by the Lake Erie &

#### DEBS COULD BE SUED. Judge Baker Expresses Some Sound

Views on the Situation. Judge Baker, of the United States Court returned to Indianapolis yesterday after an absence of a week. He is much out of patience with the actions of the American Railway Union, and believes that the time has come when such organizations must be taught that the people of the United States are a greater institution than a mere voluntary association. Referring to the trains which are being held at Brazil and Terre Haute by the strikers, he said: "I believe that these men could be arraigned for contempt of court. Employes of

a railroad cannot occupy an equivocal attitude toward the company. So long as they remain in the service of the company it is their duty to obey orders. The courts have the power to compel obedience to such lawful commands. I am not familia with the trouble at Terre Haute and Brazil but if these men are still in the emplo of the railroad companies they can be made answerable to the courts for refusal to as sist in the removal of the trains. If they have left the employ of the company, ther they have no right to appear on the com pany's grounds, and may be considered

of the American Railway Union toward the several railroads running out of Chicago, had this to say: "I can't understand why these strikers are not made the defendants in heavy damage suits. There is no reason why the Monon railroad or any other railway cor-

poration that has been inconvenienced should not bring suit against this man Debs and his associates. When the application for an injunction is made to the court the railroad company could file a complaint for damages in the sum of \$50,000 or \$100,000, or whatever sum it has been damaged. The court would enter judgment against these men. The injunction would prevent a continuation of unlawful acts. and after awhile writs of execution would be entered against them and whatever property they might have could be taken. am surprised that this has not been done. believe that the effect would prove whole These damage suits could not be brought against the American Railway Inion because it is not a corporation, but they could be brought against the individual

#### STRIKERS' PLACES FILLED. Pennsylvania Company Secures Men-Events of the Afternoon.

During yesterday morning there was little change in the condition of affairs. The morning trains, leaving every day at from 7 to 8 o'clock, do not carry Pullmans, and consequently no trouble was expected in the morning. The batch of trains arriving at from 10 to 11 o'clock are of the same kind, being mostly accommodation trains, and no trouble followed the arrival of these trains. Though several fast express and mail trains arrive and leave the city during the noon hour, yet no interference was expected with any of them excepting the Pennsylvania west-bound train, No. 21. The other trains passed through the city without molestation, and so did No. 21, but this was contrary to expectations. The police were summoned, but their services were

Up to the noon hour but twenty-one men

had struck. Sixteen were from the Pennsylvania and the other five from the L. E. & W. The strikers' positions on the Pennsylvania were rapidly filled, however. The sixteen men who struck on this road were switchman. They notified the yardmaster, at the east yards, that they would not handle Pullmans. The yardmaster promptly told them that if they did not handle Pullmans they could quit at once. Five of the switchmen, who at first intimated that they intended to go out on strike and follow the lead of the others, backed out and returned to work. The sixteen who were spoken to by the yardmaster did not reply, but left the yards. Superintendent Darlington, when informed of the number that had struck, quietly laughed to himself and telegraphed to Bradford and other points along the road for men. He said he had no difficulty in getting the men. Yardmaster Noland arrived in the morning, at 11:30 o'clock, with seventeen men from the above points. The men were brought to the Union Station and then taken to a restaurant and given their dinner. While they were eating a large number of the strikers congregated at the windows and talked in a loud and boisterous manner. One of the strikers called the seventeen men "scabs," and the attention of Superintendent Zion, of the Belt railroad, was called to the matter. It was supposed that several strikers from Hammond were among those at the windows. Superintendent Zion told the station officers to order the strikers to leave the premises, but the strikers attempted to argue the question. Things looked ugly for a few moments, but at that juncture Sergeant Mefford and a detail of four officers appeared from around the corner, and the strikers, including the Hammond contingent, fled. This was the only episode of interest around the station up to 5 o'clock last evening.

The seventeen men were placed in a Pullman sleeper brought in on train No. 21 and (Continued on Second Page.)

Chicago Rioters Warned that Lawlessness Must Cease at Once.

Injunction Issued by Judges Woods and Grosscup of the Federal Court, Against the Debsites and Others.

MUST BE NO INTERFERENCE

All Classes of Railway Trains Must Be Permitted to Run.

Strikers Also Notified that They Must Not Threaten Those Who Work or Persuade Them to Quit.

RIOTING AT BLUE ISLAND

Federal and State Officers Overpowered by a Mob of 2,000.

State and Regular Soldiers Requested-Terms on Which Debs Will Put an End to the Strike.

CHICAGO, July 2.-To-day's developments in the great Pullman strike have been prolific in sensationalism, the principal theater of action being in Chicago and adjacent suburbs. Wild rumors were rife, and when it was announced that orders had been issued for the Second Regiment to proceed at once to Blue Island, eighteen miles out, extra editions of all evening papers with warlike headlines were eagerly scanned by thousands of anxious people. This report proved later to be unfounded.

Probably the most important action ever taken looking to the suppression of strike lawlessness was that of Judges Grosscup and Woods, in the United States Court today, in issuing an injunction restraining the strikers, based both upon the mail laws and the interstate-commerce act. It is a very sweeping order, and aims to protect the roads as common carriers in transport-

ing freight as well as in carrying the United States mails. The first serious clash occurred to-day, when two hundred deputy United States marshals were surrounded at Blue Island by two thousand strikers, who openly defied federal authority. Weapons were drawn by both sides, and Deputy Marshal John A. Logan was painfully cut with a knife, but when a bloody conflict seemed imminent the deputies retired to their barracks cars to await reinforcements, leaving the strikers masters of the situation. This evening an injunction from the United States court was read and bulletined. The authority of the United States was openly ridiculed, and after a few minutes' quietness the riotous spirit of the strikers reasserted itself. At midnight reports of further disorder were current, it being stated that the strikers were tearing down the bulletined mandate of the court. Fearing to precipitate bloodshed, the Rock Island company decided, after its 5:30 express had been gotten through, not to make any further efforts to move trains to-night, but to-morrow can hardly fail to bring a crisis, The strikers have now locked horns with the State and federal authorities The railway officials are chafing under the continued embargo on their business, while of the desperate disposition late employes neither to work themselves nor to allow others to fill their places is evidenced by the flood of reports of individual conflicts here and there coming from all over the city. A number of trains have been derailed by misplaced switches. A Panhandle passenger train was partially derailed at Kinzie and Canal streets to-night, but was not seriously delayed. The strikers are stealing brasses from the axle boxes of cars and in some instances dropping coupling pins into the cross-head guides of locomotives, causing the destruction of cylinder heads. Tons of fruit, vegetables, ice, meats and other perishable goods stand in the cars under a broiling sun, no one car-

cipitate hostilities will be made before day-At midnight District Attorney Milchrist when asked if troops had yet been ordered out from Fort Sheridan said: "I do not think they will be called out until the order of courts has been violated, and the judges recommend that such a measure be taken to uphold the dignity of the court and justice. Unless the trouble is brought to an end soon it is my opinion that the strike will terminate in bloodshed."

ing or daring to move it to the destina-

tion. Dumb animals crowded into stock

cars suffer thirst and hunger and prices

of vegetables and fruits are going up.

It is thought that no move likely to pre-

The firemen of the Lake street elevated road decided after midnight that they would go on strike to assist the American Railway Union. The specific cause of the strike is that the elevated roads received some coal which was delivered by the Panhandle, which is one of the roads boycotted by the American Railway Union.

#### SWEEPING INJUNCTION. All Persons Warned Not to Interfere with Railway Traffic.

CHICAGO, July 2 .- Operations against the strikers began to-day with a conference between United States Judges Woods and Grosscup, Edwin Walker, special solicitor appointed yesterday by Attorney-general Olney, and District Attorney Milchrist. The lawyers had a bulky typewritten bill asking the federal courts to enjoin the strikers from interfering with the mails. The bill was an omnibus document, covering all the roads. It was submitted to the judges informally before it was filed, and discussion of its frame and prayer occupied the court and lawyers for some time. Later in the day Messrs. Walker and Milchrist, acting under instructions from Attorney-general Olney, filed the bill in the federal court to enjoin the strikers from interfering with the mails, but it was modified under orders from Washington so as to enjoin from interference with any train, this protection being sought on the ground that interstate commerce was affected.

It is believed at the government building that the injunction issued under the bill will stop the strike, for the whole power of the government can be called upon to enforce it. Judge Woods said the marshal will be expected to enforce the order, and if he is unable to do so the troops of the United States can be called out. "It is not necessary," said he, "to issue an injunction to prevent interference with the mails. for such interference is in itself a crime for which the guilty can be arrested and indicted. It is more necessary to issue a restraining order to prevent interference with interstate commerce. The only reason for issuing an order at all is that it is a means of meeting the present emergency. for the process of arrest and indictment is slow." As to the territory covered by the